

**TORRANCE HI TO PRESENT I-ACT PLAYS**

One of the most ambitious projects put on by the Drama Department of Torrance High school is the presentation of the One Acts, all written directed and produced by students themselves. This year marks the sixth year of its continuation. A number of original plays are submitted by students, and the three best ones are submitted for production. This year the playwrights and directors are Jim Weyant, Elsa Barlow and Tom Quaggin. Rosemary (DeCamp), Shidler

p.m. at Torrance High school. The public is invited to attend both the performances and critique session.

**NOW IS THE TIME** to think of Spring house cleaning. Check the first page of the TORRANCE PRESS classified section for extra-special bargains to help clean-up, fix-up, and paint-up your home.

**DEAR EDITOR....**

**Accident Prevention**

The newspapers are writing nowadays still more about the increasing number of unnecessary traffic accidents. Several weeks ago I read about a radar experiment in Glendale that also failed. I wrote already in previous letters that we have nothing to expect of it.

The newspapers also advocate harsher punishments for drunken drivers. That's all fine, I am for it myself, however, my campaign is not only aimed at that. Just as I do not believe in radar, I do not believe that traffic accidents can be eliminated by punishments alone—90 per cent of the drinkers as well as dope addicts are incurable. As soon as they are released, they fall back into their vice or rather succumb to their affliction. Thus once more they represent a menace to society in one form or another.

We should stop to look for scapegoats if the situation looks bad. We should not blame the drinkers alone if they cause traffic accidents. We cannot punish somebody because he is sick. Besides, the innocent people, killed in accidents, are not vindicated if their killers are put in jail.

We non-drinkers whose heads are free of alcoholic poison have to find out what to do to be protected against drunks, to save our lives, and not to find out in advance how they will be punished if we are killed by them.

There is only one possibility for preventing a drunken driver to become a traffic hazard and that is what I have outlined in my previous letters, namely that the police put a governor in his car with a maximum speed possibility of 25 mph: that he be ordered to use only the right lane and never the freeways; that he be allowed to drive only his own governor-controlled car; and that anyone else renting or selling him another car would be punished as much as the drunken driver himself. This is the deterrent against more harm and the most effective punishment a drunken driver can get. This will be also the best deterrent for yet unpunished drinkers to keep from stepping into their car after drinking.

Yours sincerely,  
(s) Adolph De Ha

**Distorted, Distasteful, And Necessary**

Editor, Torrance Press: Last week big headlines read: "Like To Get No Ticket for 70 MPH." I consider such a report distorted, distasteful and most of all completely unnecessary. Distorted because very prob-

ably the President did not drive himself, did not know that the car was going at that supposed speed and most certainly did not order his chauffeur to drive at that speed. Therefore if there was to be any ticket to be given, the driver would be the one and not our President.

This report was distasteful as well as in bad taste, because our President, the President of the United States, is in question. He is not only the highest Executive in the country, the head of the government, but also the most popular man, because he served our country so well for four years that he was re-elected. Such a great public servant has to be treated with more respect and consideration. However it is unfortunate there are besides many very fine reporters still so many little reporters with an inferiority complex who would do anything to show off to the point of belittling even their President.

Furthermore such a report was unnecessary because there are many cars in this country who are allowed with more or less reason to exceed the speed limits. Isn't a fire engine allowed to speed, even if it is only going to rescue an entangled kitten from a pole or to save a little burning shack on a farm? Is not an ambulance allowed to speed because an expectant woman is starting to have pains in Gimbels basement or a little boy broke two fingers and fell unconscious on the street? Who checks whether the numerous police cars speeding sometimes with 100 MPH in a 35 MPH area are going to a real serious call? Or is it more important if a police car chases a boy of 14 who run away with a stolen car at 90 MPH?

Are these thousands of speeders more important and excusable than the President of the United States who travels with four policemen (of another kind) at a speed they find necessary? We must not forget that the "man on the street" for whom the newspapers are printed, considers the Secret Service men also has a kind of police, whose services to our country are as much important than the services of the regular policemen. Who knows if the President was not rushing to Gettysburg because he was to attend there an urgent secret meeting with an envoy from the Near East to confer matters of life and death of millions, perhaps a question of peace or war?

Of course I fully agree with the Rep. Beamer that the Secret Service should stay within safe driving speeds with proper regards to the safety of the President himself. However, on the other hand I am sure that the President as well as the Secret Service are fully aware of this principle.

(s) ADOLF ERNST

**Flying Hazards**

Editor Torrance Press Many Lomita residents are alarmed at the low flying near the Torrance airport. In years gone by, when this situation became acute, the matter was taken to Vince Thomas, our assemblyman. After this was done the condition cleared up for a considerable period of time—fewer complaints were heard.

In years previous to this it did not good whatever to take the numbers off the planes and turn them in. The manager of the airport exercised very loose control and stated that he could not afford to get into bad graces of the pilots concerned so he never called them on infractions of flying rules.

The situation has been aggravated by the fact that other airports in the county have been closed down and therefore there is more traffic—and, more need of traffic control.

People should not be expected to just sit and wait for some plane to crash into a school yard or dwelling before remedial action is taken. Maybe we need state or federal tower control with a log kept of all flyers in and out of the airport.

If 2 per cent of the flyers (as stated by a recent letter to local papers) are the only ones needing corrective action then the remaining 98 per cent of flyers should welcome such action.

Sincerely,  
(s) Dessie G. Myers  
Pres. L.P.O.R.V. Inc.

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**DAV Anniversary**

Because of its record of service to disabled veterans, their widows and dependents, we know the readers of your publication will be interested to learn that 1957 marks the 25th Anniversary of the granting of a Congressional Charter. In 1932 a bill was passed granting to our organization the blessing and sanction of Congress and imposing certain obligations which the DAV has never regarded lightly or failed to fulfill.

The Congressional Charter, which made the DAV the official voice of this nation's wartime disabled, is never granted lightly. It must be presented in a form of a bill to both houses of Congress and is subject to Presidential veto before it is passed into law. The organization requesting a charter must demonstrate there is a real need for its existence and real services are performed.

Small wonder, then that the DAV is proud of this recognition and the obligation inherent in it. Since its beginnings in 1920 the DAV has served without charge millions of disabled veterans, their widows and dependents. During the past 11 years its National Service Offices throughout the nation have obtained more than 220 million dollars in benefits for the war handicapped. This free service is maintained through contribution to the DAV Identity Tag program, miniature individual license plates for key-rings, which also provides key-loss protection. More than 500,000 sets of lost keys have been returned by the DAV in the past five years.

The DAV is justly proud of its devotion to the single purpose of furthering the cause of our fellow-disabled. Our efforts have seen a fine national program of rehabilitation for the wartime disabled emerge from the chaotic conditions that existed at the end of World War One.

During this 25th Anniversary year we issue a special plea for the support of the general public and at the same time we urge all eligible veterans to join the DAV in improving the lot of the man who suffers injury or disablement in the wartime service of our country.

(s) Charles Fortney,  
Commander  
3020 Delemead St.

**Red Cross**

Editor Torrance Press: There are many fund campaigns going on now in Torrance and one of the annual campaigns is the Red Cross drive.

March is Red Cross month and since volunteers are not very plentiful we are urging prospective contributors to mail their check to Mrs. Clara Conner, postmaster, c/o Torrance Post Office.

By doing this Torrance residents will help the "All-America City" reach the Red Cross goal of \$3000.

This money will help families in need and will keep the bloodmobile trucks rolling into Torrance.

Yours truly,  
(s) Virginia Jones  
Publicity, Red Cross

**Restaurant Has Opening**

Formal opening of the Open Hearth, 23863 Hawthorne ave. (one block north of Pacific Coast hwy.) will be held this Friday and Saturday.

The restaurant specializes in Italian cuisine and charcoal broiled steaks. It features piano and other entertainment seven nights a week.

The merchant's lunch is served from 11 a.m. to 3 p.m. Dinner is served from 5 to 11 p.m.

Of the three cooks, two worked formerly for the Plush Horse and the other for Antoin's in New Orleans.

**Coordinating Council Will Reorganize**

The re-organizational committee of the Torrance Co-ordinating Council will hold its first meeting on Wednesday, April 10, at 8 p.m. in the conference room of the Chamber of Commerce, it was announced today.

The primary objective of the organization will be the unification of all organizations in Torrance for the general welfare of the community. Specific programs are planned in the fields of juvenile delinquency and youth welfare. A complete programing project is contemplated so that all organizations will be able to schedule events without conflict.

Miss Sarah Kallner, field representative of the Community Service department of the Los Angeles County stated she was greatly impressed with the list of recognized civic leaders who have agreed to serve as a steering committee.

These include: Mervin M. Schwab, past mayor, Citizen of the Year for 1953 and religious leader; Dean L. Sears, Citizen of the Year for 1955, also past president, Chamber of Commerce and Finance Chairman Harbor District Boy Scouts of America; Lt. D. C. Cook, in charge of Juvenile Department of the Torrance Police department; John Easton, Walteria Kiwanis club; John Beasley, past president, Walteria Businessmen's club; Mrs. Rose Dorsett, president, Torrance High School PTA; Mrs. Herma Tillim, chairman, Recreation Commission; Dick Fitzgerald, manager, Torrance Chamber of Commerce; Nick Draie, City Council North Torrance Lions club; Reverend Walter Stanton, president, Ministerial Association; Miss Mary Ochial, supervisor of Visiting Nurses' association, Harbor branch; Mrs. Patricia Elliott, charter president, Torrance Co-ordinating Council; Miss Anita Terrill, supervising public health nurse of Torrance Health Center.

Although this is a planning session of the steering committee, any one interested is welcome to attend.

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